NUMBER 4, 1956

COMMUNITY PLANNING NEWS

Was it Citizen Support or Citizen Apathy?



Herrington

In full-page newspaper notices, with excellent maps and explanatory notes, the City of Kingston told the public about the proposed new zoning by-law for its newly-annexed areas. It invited people to come to the city offices to seek full information. It invited them also to come to a public meeting to discuss the draft by-law and to make submissions in reference thereto.

According to *The Kingston Whig-Standard*, only "about 40 people, mainly solicitors and real estate dealers, were present". The paper expressed its dismay at the small attendance but quoted the City's Planning Officer, Mr. G. G. Muirhead, as suggesting that the small attendance might have reflected satisfaction — or at least a lack of dissatisfaction — with the proposal. (What does the reader think?)

The photograph shows Alderman J. J. Clarke explaining the draft by-law at the meeting.

COMMUNITY PLANNING ASSOCIATION OF CANADA, OTTAWA

Town Planning on a Postage Stamp



The Republic of Austria has just introduced a new and promising method for the promotion of community planning. A special postage stamp has been issued to honour the recent Congress of the International Federation for Housing and Town Planning held in Vienna in July, and to "symbolize the structural problems of modern cities".

In the centre of the stamp, which was designed by Professor Josef Seger, is an outline of the City of Vienna. Around this centre outline are sketches of five modern satellite communities. The story of each of these towns (starting on the upper right of the stamp and reading clockwise) is told in an interesting article written by Rudolf J. Boeck, Architect-Engineer of Vienna and issued by the Austrian Information Office in New York. The following notes are a condensation of Mr. Boeck's article.

(1) **Vällingby,** near Stockholm, Sweden. Upon completion, this new town will have a population of about 23,000. It is designed to provide a balanced relationship between industry and housing.

(2) **Sennestadt,** near Bielefeld, Germany. The plan of this town, which will have a population of about 15,000, was conceived as a means of avoiding a very high density in the larger city of Bielefeld. A new lake will be formed right in the centre of Sennestadt, and in the middle of this lake there will be an island containing the city centre, with the town hall, municipal auditorium and other public buildings.

(3) **T8 Quarter,** in Milan, Italy. This residential quarter, which will accommodate a population of approximately 18,000, is part of the reconstruction and development plan of the Municipality of Milan, which has also provided the required land. Provision is also made for public buildings, a church, a theatre, youth centres, garages and other facilities, as well as large green spaces for sports and recreation.

(4) **Harlow,** England. This is one of the fourteen new towns being built in the vicinity of London for the resettlement of two million people from the Metropolitan Area. Providing housing for about 80,000 people, Harlow is subdivided into a number of neighbourhoods within sight of each other and separated by green belts.

(5) **Prince Alexander Polder,** Rotterdam, Holland. Generally referred to as PAP, Rotterdam's new satellite is shaped like a square and bordered on all four sides by glass houses of the type common in large scale market gardening in Holland.

The stamp bears the value of 1.45 Austrian schillings (approximately 6 cents).

A Mayor's Testimony

There are, however, two schemes which have proved their worth above all others: *Social Low Cost Housing,* i.e. the provision of dwellings on a non-profit basis, and *the idea of redressing congestion in our cities,* i.e. *the garden city conception of town planning.*

These two schemes have become permanent factors wherever efforts are being made or measures taken within the sphere of housing and town planning; they are closely interrelated and cannot be considered singly. Thus, in Vienna, where Public Social Housing came into its own and was first made powerfully manifest to the benefit of the population only after World War I, statistics show that during the last thirty years no less than 17% of the total Vienna housing has been constructed on the basis of these principles, and this despite the damage and destruction inflicted by the recent war.

Over and above this, we in Vienna have come to another and far more vital realization, namely, that it is not merely the single dwelling and social improvement in the housing conditions that must be taken into account, but first and foremost it is the city as a whole, its structure, its urban and suburban layout, to which, today, we give our serious consideration.

Franz Jonas,
Mayor of Vienna.

The City

The City and Its Surroundings are those spheres of community life which may either produce the highest cultural and human creative values or become the spawning ground of poverty, wretchedness, barbarism, squalor, unhappiness, and crime. Whether this living space, which is of such eminent importance and crucial significance to human society in its entirety, can and will be planned, developed and utilized in a rational manner, combining technical functionality with a spirit of true humanity, will not depend on the insight of a handful of town planning experts, but primarily on whether substantial groups of the total population are inspired by the sincere will and conscious longing for a more beautiful, more secure, and better designed place to live in: for not until civilized mankind in its entirety has become convinced of the justification of these demands and adopted them as their own shall we see the rise of a higher form of culture, which will secure a better life for every man.

Rudolph J. Boeck,
Architect-Engineer, Vienna.

EXECUTIVE OF THE GREATER SYDNEY BRANCH.

Upper row: Mrs. F. X. Ferguson, Executive Member; Mr. R. H. Demers, Vice-President; Mr. J. R. Freestone, Executive Member. Front row: Miss Joyce Carney, Atlantic Regional Secretary of CPAC; Mr. J. H. Kane, President of the Branch; Mrs. J. M. A. LeBlanc, Secretary-Treasurer.



Our New CPAC Branch

by Agatha LeBlanc

Secretary-Treasurer of the Greater Sydney Branch

On March 27, 1956, Sir Brian Dunfield, accompanied by some colleagues from Halifax visited Sydney for the purpose of organizing a Branch of the Community Planning Association of Canada. From this fair-sized meeting a Provisional Committee was appointed to arrange for further meetings. J. R. Freestone was conscripted by the meeting as Provisional Chairman.

On April 30, another meeting was called by Mr. Freestone, who introduced Miss Joyce Carney, LL.B., of Halifax, Atlantic Regional Secretary of CPAC. Miss Carney outlined the aims and objects of CPAC. It was through her capable direction and wise counsel that the Greater Sydney Branch was formed.

Leading citizens at the April 30th meeting were: J. H. Kane, assistant superintendent, Industrial Relations, Dominion Iron & Steel Company; Frank MacDonald and Rice Gaudet of the Town Planning Board; W. J. Lawlor of Trans-Canada Air Lines; R. H. Demers of CJCB Television; and leaders of various community organizations.

After considerable discussion it was unanimously agreed that a Branch, to be known as the Greater Sydney Branch of the Community Planning Association of Canada, should be formed. The following executive was then elected: President, J. H. Kane; Vice-President, R. H. Demers; Secretary-Treasurer, Mrs. J. M. A. LeBlanc. Other executive members are Mr. J. R. Freestone and Mrs. F. X. Ferguson.

An Executive meeting was later held in the Isle Royale Hotel, of which Mr. Freestone is the genial Manager, to draw up the agenda for the next general meeting. It was decided to have a Panel Discussion on the King's Road bottleneck, the most controversial and hazardous key artery in the Sydney area, with prominent citizens from that area taking part.

When this panel was held, the enthusiasm was so great that it was difficult to break it up. A committee of nine was appointed to make further studies and bring in recommendations.

Note on the New Branch

from *Cape Breton Briefs* in the **Daily News** of St. John's, Nfld, June 13, 1956.

Sparked by Sir Brian Dunfield's impressive speech at the Sydney Isle Royale Hotel, early this Spring, and fanned into a flame by the ready take-hold of those who fell in line, the Greater Sydney branch of C.P.A.C., with President Jack Kane, is an organization to be reckoned with.

On May 17, a definite move was made to study the entrances to Sydney by highroad, especially the "King's Road Bottleneck" which is said to be the worst problem. Close collaboration is being shown by the City Council and Board of Trade and in addition to traffic problems, the appearance of the city from the various entrances is being improved this summer.

OPENINGS IN COMMUNITY PLANNING

CPAC NATIONAL OFFICE

New Position

The National Office of the Community Planning Association of Canada requires a general assistant for the Director for analytical and editorial work.

This position should appeal to a young person looking forward to a career in town and regional planning; having superior writing ability; and having training and experience in planning or academic studies related to planning, preferably in economics, political science or geography.

Salary is dependent upon experience and qualifications.

Apply with details of experience and references to Eric Beecroft, Director, C.P.A.C., 77 MacLaren Street, Ottawa 4.

CITY OF EDMONTON, ALBERTA, 3 Planning Assistants. Salary: between $3,315 and $4,750 per annum. Canadian or British qualifications and at least two years experience desirable in Planning, Architecture or Engineering. Apply: W. R. Brown, Town Planner, Civic Block, Edmonton, Alberta. (16-56)

CORPORATION OF THE DISTRICT OF KITIMAT, B.C. Director of Planning. Starting Salary: $550-$660 (plus housing bonus), depending on qualifications. Qualifications: Degree in Town Planning or related fields, and at least three years responsible experience in Town Planning with particular emphasis on design and public relations. Applications to be addressed to: The Municipal Manager P.O. Box 400, Station "A", Kitimat, B.C. (25-56)

METROPOLITAN PLANNING COMMISSION OF GREATER WINNIPEG. Associate Planner. Salary: $5,400 to $6,600 per annum. Qualifications: Degree in Planning preferable. Bachelor's Degree in Engineering or other discipline required, plus minimum of three years' experience in planning. To assume responsibility under general direction for the preparation of comprehensive plans for smaller communities and to advise local authorities on planning problems. Apply: Director, Metropolitan Planning Commission, 301-334 Portage Avenue, Winnipeg 1, Manitoba. (28-56)

NORTH YORK PLANNING BOARD. Planning Assistant—Subdivisions. Salary Range: $71.00 to $84.00 per week, depending upon qualifications. Qualifications: Degree in Planning or related field with practical experience or considerable design experience. Apply: Wm. F. H. McAdams, Planning Director, North York Planning Board, 5000 Yonge Street, Willowdale, Ontario. Note: North York is a suburban Municipality of Metropolitan Toronto. (30-56)

RED DEER DISTRICT PLANNING COMMISSION, ALBERTA. Assistant Planner. Salary: $3,600 - $4,800 dependent on qualifications and experience. Experience in subdivision design, zoning control and general planning studies required. Applications, to include details of qualifications and experience, to be addressed to: Director, Red Deer District Planning Commission c/o City Hall, Red Deer, Alberta. (29-56)

THE CORPORATION OF THE TOWNSHIP OF RICHMOND, B.C. Town Planner. Salary Range: $500.00 to $550.00 per month, depending on qualifications and experience. In addition there will be such benefits as Medical Services, Group Insurance, Superannuation, etc. Qualifications: Full professional training in Town Planning; preferably a University Master's degree or its equivalent, and at least two years of responsible practical experience. Applications will be received up to 5:00 P.M., September 21st, 1956. All applications are to include pertinent information on education, age, present position and salary, and earliest availability, as well as the names and addresses of two persons who could provide relevant references as to the professional ability of the applicant. The Municipality reserves the right to contact these references in confidence. Applicants are to mark envelope "Applications for the position of Town Planner", and should be addressed to: T. M. Youngberg, Richmond Municipal Office, 691 No. 3 Road, Richmond, Vancouver, B.C. (31-56)

CORPORATION OF THE DISTRICT OF SAANICH. Assistant Planning Administrator. Commencing Salary: $4,500 rising to $5,400. Qualifications: Must have administrative ability and preferably some formal education in planning as well as experience in a Planning Office. Apply: H. D. Dawson, Municipal Engineer, Royal Oak, Vancouver Island, B.C. (19-56)

CITY OF SAINT JOHN, NEW BRUNSWICK. Planning Director. Starting Salary: $6,000 - $6,500 per annum, with regular increments to $7,500 - $8,000 within five years. To implement a program of urban renewal as part of general planning work. Director to be responsible for planning within the City. Qualifications: To include training in a recognized planning course and practical experience. The experience should be in subdivision work (layout), in detail field survey and analysis, and in general planning problems (housing, commercial and industrial). Experience in urban renewal and regional planning would also be desirable. Reply stating the earliest date duties can be assumed, qualifications and references relating to each phase of planning experience, to: Common Clerk's Office, City Hall, Saint John, New Brunswick. (26-56)

TRAFALGAR PLANNING BOARD. Planner. Qualifications: Degree in Civil Engineering or graduate studies in planning, or as an alternative, two years experience in planning. Duties: To do research work in planning; to advise on the location and design of roads and utilities; to examine plans of subdivision; to advise on planning matters. Applications should be in writing and addressed to: Secretary, Trafalgar Planning Board, Trafalgar, Ontario. (24-56)

CITY OF VANCOUVER, B.C. Planner (Engineer). To perform highway location and traffic planning studies. Salary: $437 to $524 per month. Qualifications: Degree in Civil Engineering. Must be eligible for professional registration in B.C. Application forms must be obtained from and returned to Personnel Director, Room 206, City Hall, 453 W. 12 Avenue, Vancouver 10, B.C. not later than September 30th, 1956. Please quote competition No. 0-469. (27-56)

DEPARTMENT OF MUNICIPAL AFFAIRS & SUPPLY, PROVINCE OF NEWFOUNDLAND. Town Planning Assistant. Salary scale: $4,900-100-5300 per annum. Duties: include the preparation of Municipal Plans for communities throughout the Province. Applicants must have appropriate professional qualifications in Town Planning together with considerable practical post graduate experience, preferably in County or Municipal planning. Please reply giving details of age, experience, present salary and qualifications, together with recent testimonials or references to: Deputy Minister of Municipal Affairs, St. John's, Newfoundland. (32-56) **(See also page 5)**

Lack of Planners

The Editor,
Community Planning News.

Dear Sir:

I have been intending for some time to comment on the item **Lack of Planners** in the No. 2 issue of the NEWS (1956). Having now observed the salaries offered for the vacant positions in the No. 3 issue, I feel it to be high time to apply some reasoning to the problem!

All planning training is graduate and usually follows an architectural or engineering degree course at a University. After the basic course, those electing to make a career in Planning study additionally in sociology, economics, municipal laws and management, industrial relations, landscape architecture, traffic control and other allied subjects. Thus the qualified planner (diploma or degree) is equipped to deal with a wide variety of problems, great and small: he is expected to be much more versatile than his specialised colleagues.

Despite this, the planner frequently finds himself at a financial disadvantage when compared with those colleagues who finished studying when their basic degree was obtained.

As an example, the Federal Government offers architects and engineers with two years of experience salaries from $5400 to $6500 (average). A similar average for Planners (over the whole market) is from $4000 to $5300!

Furthermore, although the architect or engineer is employed in a field of relatively limited responsibility, a considerable number of planners are occupied in municipal government where their responsibility to the city council is far wider. They are expected to show economies in city operating costs and capital expenditures, besides solving complex traffic problems, improving "amenity", and generally "pepping-up" a town! All this for lower pay!

If municipalities and others concerned require good town planning they must pay attractive salaries; otherwise those who might enter the profession will simply remain in their basic occupations, where ability and responsibility are more adequately rewarded.

Ottawa — E. F. Grove

An American Calculation

reprinted from *ASPO Newsletter*

I have been giving considerable thought lately to the ultimate planning needs of this country in terms of personnel. (I wish someone with more potential would look into the situation further.) Our office really needs one planner for each 20,000 of population in the area and could use one for each 15,000 very readily. In larger cities, where population stacks up vertically, the need for planners may not be so great in proportion; economists, sociologists, geographers, etc., perhaps making up the ratio. In politically whole counties, where not so much time needs to be spent on administrative work, the need may be one to 50,000. Being conservative, I think we could surely say we will need one planner per 50,000 units of total population. By 2000 AD, with 200,000,000 urban population, that would be 40,000 planners. Considering a 40-year working life, planning schools would have to turn out about 1,000 qualified planners a year to reach that level. The more prolific planning schools turn out only about 10 to 12 graduates a year. Is what we will eventually need 100 schools turning out planners at the same rate? If it is, can we do so without the support of federal or state governments? Will most planning have to be taught at subsidized state universities? Can more planners be trained with say five years of undergraduate education plus a certain internship?

Looking at the immediate need for planners, would not the federal subsidy for planning be better spent in training planners for the communities that are ready to pay for their planning but can't find competent planners, rather than for promoting what is certain to be a lot of second-rate planning from overworked consultants, hasty retreads from other fields, or inexperienced planners who have advanced too rapidly for their own good, due to the shortage?

A grant of $200,000 a year would provide 200 one thousand dollar scholarships for advanced planning training. It was only such aid that enabled several hundred veterans, like myself, to go into planning and that gave planning schools enough candidates so they could be choosey. I understand that the choice is getting more limited rapidly.

Robert J. Bartels, Planning Director,
Shenango Valley Regional Planning Commission

A Legislative Proposal

A proposal to provide $1 million in federal funds for graduate planning scholarships is included in the Housing bill (S.3158) now before the Congress. The money would go to the National Science Foundation over a ten-year period for scholarships in public and private non-profit institutions.

Recent Planning Appointments

The City of Edmonton has informed us of the appointment of **Mr. M. H. Rogers** of Warrington, England, as **Planning Assistant.** Mr. Rogers has just completed a Diploma Course in Town and Country Planning at Manchester University.

Edmonton District Planning Commission has announced the appointment of **Mr. George H. Luck** as **Engineer Planner.** Mr. Luck graduated from the University of Alberta in 1953 with a Master's Degree in Civil Engineering. He has worked with the Alberta Provincial Government and has recently been employed as a Design Engineer with the St. Lawrence Seaway Authority in Montreal.

The Corporation of the District of North Vancouver has just appointed **Mr. R. D. O'Brien** to the position of **Assistant Planning Officer.** Mr. O'Brien was formerly on the staff of the District of Burnaby, B.C., where he filled a similar position.

The City of Toronto Planning Board has just announced two appointments:

Martin Christie, who was previously an Assistant Planner with the Ontario Department of Planning and Development, Community Planning Branch, and

Donald Pinker, who has come to Toronto from the City of Hull, England, where he held a planning appointment.

CORPORATION OF THE DISTRICT OF POWELL RIVER, B.C. Town Planner. Qualifications to include training in a recognized planning course and practical experience. The experience should be in subdivision work, in detail field survey and analysis, and in general planning problems (housing, commercial and industrial). Reply stating the earliest date duties can be assumed, qualifications and references relating to each phase of planning experience, and salary expected, to: Municipal Clerk, The Corporation of the District of Powell River, Drawer 40, Powell River, B.C. (33-56)

"URBAN CANADA LOOKS AHEAD"

Theme of the Annual Conference of the Canadian Federation of Mayors and Municipalities at Hamilton, August 19-24.

The Federation's theme this year is based on its monumental brief submitted to the Royal Commission on Canada's Economic Prospects. Delegates to the Conference will discuss the forecast and trends dealt with in the brief with respect to such vital municipal matters as housing and urban redevelopment, traffic and mass transportation, municipal labour relations, municipal organization and administration, finance and taxation.

Among the conference speakers will be the Hon. E. W. Hinman, provincial treasurer of Alberta; Mr. Carl Goldenberg, Q.C., O.B.E.; Mr. J. S. Hodgson of the Central Mortgage and Housing Corporation; Mr. C. W. Gilchrist of the Canadian Good Roads Association; Mr. Walter Q. MacNee, Traffic Engineer in the Department of Highways for the Province of Ontario; Colonel S. H. Bingham, former director of the New York Transit Authority; Mr. W. E. P. Duncan, General Manager of the Transport Commission of Toronto; Mr. Thomas Plunkett, municipal manager of Beaconsfield; Mr. Eric Hardy of the Citizens Research Institute of Canada; and others.

N.H.A. Fellowships Awarded for Community Planning Study

Federal Public Works Minister Robert Winters has announced that 11 fellowships have been awarded by Central Mortgage and Housing Corporation for post-graduate study in community planning for the academic year 1956-57.

The fellowships, which are in the amount of $1,200 each, have been awarded to:

Claude Langlois, B.A., of Montreal, Quebec.
L. A. Sullivan, B.A. Sc., of Valleyfield, Quebec.
W. C. Bridcut B.Sc., of Ottawa, Ontario.
I. D. Macpherson, B.A., of Toronto, Ontario.
L. F. Milne B.A., of Fredericton, N.B.
H. D. Smith, B.A. Sc., of Port Credit, Ontario.
R. B. Truemner, B.A., of Toronto, Ontario.
Edward Dolhun, B.Sc., of Winnipeg, Manitoba.
R. K. Jamieson, B.A. Sc., of Montreal, Quebec.
P. D. McGovern, B.Sc., of Vancouver, B.C.
J. R. Sharpe, of Victoria, B.C.

Langlois and Sullivan will study at McGill University; Bridcut, Macpherson, Milne, Smith and Truemner at the University of Toronto; Dolhun and Jamieson at the University of Manitoba; and McGovern and Sharpe at the University of British Columbia.

The purpose of the fellowships, provided for under Part V of the National Housing Act, is to aid students in receiving advanced education which will enable them to enter the field of community planning and allied occupations, in a professional capacity.

LAND PLANNING

The National Office of CPAC, 77 MacLaren Street, Ottawa, now has copies of this 32-page 'guide to the best practice for developing subdivisions that will hold their value'. Produced by the United States Savings and Loan League, Chicago, and based upon experience recorded by the Community Builders Council of the Urban Land Institute, Washington, and the Community Planning Association of Canada. Copies are 30 cents each. Ask for LAND PLANNING.

Grant to Halifax for Urban Redevelopment Study

To assist in an urban redevelopment study, the Federal Government has authorized the Central Mortgage and Housing Corporation to make a grant not exceeding $12,000 to the City of Halifax. The grant is authorized under Part V of the National Housing Act 1954 which provides federal aid to investigations into housing conditions in Canada.

Total cost of the survey is estimated at $16,000. The city will meet that part of the cost not covered by the federal grant.

The study, which is expected to be completed by the end of 1956, will locate substandard areas in the city, and establish priorities for their redevelopment. It will also consider the rehousing requirements of residents of the blighted areas which require clearance and the re-use of the cleared land.

Metropolitan Area Planning

"The Toronto area is the first community in the Western Hemisphere which has given official political recognition to the fact that modern industrial society has erected a new form of human settlement: The Metropolitan Area."

Thus Mr. Hans Blumenfeld, Assistant Director of the Metropolitan Toronto Planning Board, introduces his article in the BOARD OF TRADE JOURNAL (Toronto) for March 1956.

The Metropolitan area, he points out, is different from the historical city, both in function and in form. Before the industrial age, the vast majority of people lived and worked in the country. The city's function—and its form was adapted accordingly—was to serve as the seat of leadership—political, religious, commercial and cultural. Today the metropolis combines both functions. Hence our great concern today to find a suitable form for the metropolis.

Various forms are considered briefly, and a suggestion is made that Toronto may find the "finger pattern"—modified of course by the lakeshore—the most appropriate.

THE 1956 NATIONAL PLANNING CONFERENCE

at the Chateau Laurier

Ottawa, October 28, 29, 30 and 31, 1956

The names of the principal speakers will be announced soon.

URBAN REDEVELOPMENT IN CANADA will be the main theme of two morning sessions, with specially prepared visual material being used in both. In one of these sessions, there will be an illustrated review of (1) conditions in our central urban areas, (2) projects under way, and (3) programs prepared, with people from many cities participating.

Another lively feature will be PLANNING FOR OUR SMALLER CITIES AND TOWNS—an old problem at CPAC meetings. This time we expect an exciting national exchange of views. The subject is currently under consideration in almost every region of the country.

Meeting in The National Capital this year, we shall of course have a discussion by leading Canadians, including local residents of the area, on PLANNING IN THE NATIONAL CAPITAL REGION.

With many participants, there will also be a discussion of many practical aspects of the problem: HOW TO STRENGTHEN URBAN PLANNING IN CANADA.

A slight change has been made in the schedule to permit a guided tour of the National Capital Area on Sunday afternoon, October 28. Registration will take place Sunday morning. The Conference will end Wednesday noon, October 31. Do you have your hotel reservations? Inquiries: CPAC National Office, 77 MacLaren Street, Ottawa 4.

"Prepared by the feverish activity of numerous CPAC volunteers," this model of a 1,000-acre satellite community was a feature of the Ottawa Home Show in April. It was described in Major Chutter's article on the National Capital Region Branch in the last NEWS.



Planning on Paper

from the **Winnipeg Free Press**, June 30, 1956

Manitoba has a Town Planning Act; and practically no use is made of it. The reason is plain. While the statute is most explicit about the manner in which a local authority can go about drawing up a town planning scheme, the province does not offer the slightest help to the community. The Government says in effect: "Here are the legal steps that you may take; now go ahead."

Few towns outside of greater Winnipeg are in a position to take up this challenge. They do not have the staffs to do the complicated planning work; they cannot afford the services of a full-time planner, and do not, in fact, really need a fully-employed expert. What Manitoba towns need is a provincial agency upon whose staff they could draw as required.

A half-hearted step has been taken to overcome this obstacle to planning in the province. At the last session of the Legislature, $10,000 was set aside to create a central planning agency which, for a fee, would help the local areas to get started. But as yet, the agency exists only on paper. Indeed, the Government could not even hire a planner for $10,000, to say nothing of providing him with an office, equipment and staff.

Not many people at present have the interest or the energy to encourage effective community planning. It remains, therefore, very much the effort of a small group of citizens who are banded together in the Community Planning Association of Manitoba. The association has just concluded the observing of Community Planning Week – the only group in Canada, incidentally, to do so this year.

The setting aside of such a "Week" may at best awaken in some citizens a recognition that in most communities there is a great need for some thought about where their towns are going.

The thoughtful observer is bound to admit that many rural communities are not particularly impressive. Such towns straddle the main highways, splitting themselves in two and slowing down through traffic to no good purpose. Shops are mixed haphazardly with residential areas; the outskirts are often conglomerations of unsightly shacks.

It is true that in many parts of the West we are not over-blessed with scenic advantages. We do not find everywhere the traditional appurtenances of beauty—the rolling hillsides, the gentle wooded areas and flowing streams. But the prairie town does not have to be merely a stark and utilitarian place of business. It can, with some regard to zoning, to parks and schools, to business areas and the layout of streets, be made a much more attractive place in which to live.

The primary requirement is, of course, the initiative of individual citizens. Their success will, however, be limited unless the Government changes its present views about planning. The provincial Town Planning Act needs to be revised to encourage local interests, to improve local authority over planning, and to provide the provincial planning services.

REMINDER

Copies of the Minutes of the 9th Annual Meeting of CPAC are available to members.

A Worthwhile Investment

An editorial from **The Grenfell Sun**, Grenfell, Saskatchewan

One of the more worthwhile and interesting analyses to be placed on the editorial desk in many a moon is the 74-page booklet, **Melfort, Saskatchewan, Looks Ahead.** Described as a guide for community development, the volume was prepared by the Community Planning Branch of the Department of Municipal Affairs, in co-operation with the Melfort planning committee. Although only the preliminary report, and the first of a comprehensive planning service, the book gives types and amounts of information of inestimable value to town council, board of trade and organizations in the town with which it deals.

Delving into history, it traces the birth and growth of the town, what its economic background was, and what trends brought about its formation and growth.

By means of graphs, figures and words, it clearly sets out the past, present and estimated future of the town under a wide variety of headings, including regional considerations, economic highlights, population forecast, land use, residential areas, business district, schools, recreational areas, public buildings, tree planting, public utilities and services, and road system.

Each topic is thoroughly investigated and recommendations made whereby the town might grow more quickly, more easily and more suitably. One cannot read many pages of the booklet without thinking it would be a terrific asset to any town council or board of trade in this area. The setting up of a planning committee, alone, would be a worthwhile project. Add to this the services of the Community Planning Branch and you have a well-balanced plan for progress.

The service entails a five-year contract with an annual fee of about 15c per capita for the first year and 10c per year after that. This fee is stated to be but a fraction of the cost of the service provided. Necessary studies and suggestions are made by the planning branch, but final recommendations are made by the local planning groups for policy determination by council.

This service of the Community Planning Branch is one which merits consideration by any council determined to keep its town in line with current progressive trends.

Town Planning a "Frightener" in Virden

Have any of the local powers-that-be given any further thought to the planned growth of Virden? Or is our town to continue to develop higgledy-piggledy? The very term "town planning" seems to be a frightener here. We think that it just might be that there is nothing frightening or especially mysterious or difficult about it. Why not a special town committee to look into the possibilities of establishing a town planning commission here? Perhaps the citizens are content with the present "Topsy" system of growth.

Virden Empire-Advance

PLANNING 1955

Proceedings of the ASPO/CPAC Conference, Montreal, September 1955, are now available from the National Office. Copies are $4.00 each.

Are We Getting our Money's Worth from our Highways

Hardly any form of waste is more obvious to the ordinary citizen than the waste we tolerate in our system of highways. We no sooner build highways—often knowing them to be needed for fast and safe through traffic—than we allow them to be throttled by ribbon development. Every citizen who ventures outdoors suffers from the hazards and the frustrations and the high costs which such throttling involves. Is it not surprising that his elected representatives make so little fuss about this form of waste?

We hear complaints about high taxes for schools and hospitals and other welfare services. We even hear complaints about high taxes for roads. But in respect to the high cost of widening or by-passing roads which should never have been allowed to deteriorate, the taxpayer's representatives are peculiarly silent.

We need to take to heart the reasoning of Mr. E. G. Allen of New Brunswick in his article on **Development Along the Trans-Canada Highway** (COMMUNITY PLANNING REVIEW, December 1955). (Reprints of this article are available from CPAC, 77 MacLaren St., Ottawa).

"Protect the Centre of Town from Strangulation, but don't let new traffic facilities start a vicious circle"

This is the theme of a ***Civigramme*** issued by the Montreal Citizens' Committee. The Committee warns against repeating the mistake of most large cities—building mass transportation arteries (elevateds, subways, expressways) *without* taking the steps necessary to limit density.

There must be by-laws to control the height of new buildings in a ratio to the amount of footage on the individual building lot. The density of land use in the centre of the city "can be controlled and kept in a proper ratio with our ability to pay for and build traffic and transit facilities". "Every new tall building in the centre makes it tougher for our traffic authorities."

"When we get around to building expressways, subways or elevateds," advises the ***Civigramme***, "let's make sure that these facilities are so situated as to promote a sane and rapid circulation *throughout* the metropolitan area, and that they will *not* simply draw hundreds of thousands of vehicles pell-mell to the centre of town like the moth to the candle."

The High Cost of Throttling Our Roads

"The movement of motor vehicles rapidly, efficiently, pleasantly and safely, depends upon what happens in the roadside areas, as well as on the highway.

"It is not economically sound to expend large sums of highway-user funds in the construction of sorely needed major roads, unless the roadsides are protected in order to prevent loss of a major part of the road's capacity, safety, efficiency and enjoyment to roadside users. Yet failure to safeguard against such losses is an all too common experience. Where uncontrolled roadside development is permitted, important highways often soon suffer such decreases in capacity and safety as to require costly reconstruction or relocation.

"Any motorist who uses highways where extensive uncontrolled ribbon development has taken place, knows all too well that frequent delays and stops and increased hazard result.

"Those roadside elements which so rapidly render a highway obsolete also make its reconstruction or widening extremely costly. In fact, it is often found that the cost of widening an existing road is so great that a new location must be sought to the detriment of roadside establishments, and often to the traveller himself and to adjacent community development."

Roadside Protection: **a Report of the American Automobile Association**

The Montreal Citizen's Committee has its headquarters at 266 St. James Street, West. Its aim is to encourage the development of an informed public opinion on civic affairs.

REQUIRED READING ON ROADSIDES

An excellent bibliography, with a supplement on THE CONTROL OF ROADSIDE DEVELOPMENT has been prepared by D. Natelle Isley, Librarian of the School of Architecture, Georgia Institute of Technology, Atlanta, Georgia.

Short Course in Town Planning

For Town Engineers and other Civic Officials at Queen's University, Kingston.

A five-day course is announced by Queen's University for the week beginning Monday, August 27. Sponsored by the Institute of Local Government and the Department of Civil Engineering, it will cover the following subjects: The Planning Function in Government (Federal and Provincial and Municipal); Planning Law; Planning Surveys; Planning Principles; The Ontario "Official Plan"; Zoning Subdivision Design and Control; Planning and Politics—Public Relations; Civic Design: control of the appearance of towns.

The course will be introduced by Principal W. A. Mackintosh, Professor K. G. Crawford, now Deputy Minister of Municipal Affairs in Ontario, and Dr. S. D. Lash, Professor of Civil Engineering. Other speakers will be: Messrs. Anthony Adamson, A. H. Armstrong, E. L. Dauphin, J. D. Lee, G. Muirhead, A. L. S. Nash, D. F. Taylor.

Book Briefs

From the Ground Up, by Lewis Mumford. Harcourt, Brace and Company, 383 Madison Avenue, New York 17, N.Y., 1956. 243 pages, $1.25.

This collection of twenty-six essays appeared in THE NEW YORKER between 1947 and 1955. In the preface, Mr. Mumford says: "Though these reviews are confined to New York, the issues they raise are universal ones; and on the understanding of these issues by the ordinary citizen, as well as by the architect, the builder, the municipal administrator, and the financier, the health of our whole civilization depends."

In the first article, Fresh Meadows housing project is cited as a positive and exhilarating example of large-scale community planning. Five articles criticize the site selected for the United Nations buildings, the site planning, and the design of the buildings. Two articles extol the architectural forms created by Frank Lloyd Wright. In the second section, the growing invasion of tall office buildings in Manhattan is deplored; decentralization is suggested for commercial and manufacturing activities; Brooklyn's civic centre project is examined; and there is a discussion of the overcrowded and badly designed new apartments for upper income groups. The third section examines factors that have contributed to New York's traffic congestion. Environmental impoverishment is considered: congestion; physical frustration; overcrowding; escape to the suburbs. Mr. Mumford recommends the establishment of groups of neighbourhoods with internal traffic minimized and outside traffic excluded, and a unified policy of orderly, large-scale decentralization and rebuilding within the city and beyond its present suburban limits.

Financing Metropolitan Government, a symposium volume. Tax Institute, Incorporated, 457 Nassau Street, Princeton, N.J., 1955. 295 pages, bibliography and index. $5.00.

This symposium deals with the problem of how metropolitan areas are to finance the ever-increasing governmental services which the times demand. There are six papers on economic trends affecting metropolitan government. The impact of these various trends in terms of local tax collections and expenditures is summed up by Sherwood Reader, President of the Pennsylvania Economy League, Inc. Metropolitan planning, transportation, public works, assessment and debt are among the specific functional problems considered. The need for planning of land use, pathways of movement and public works systems on a metropolitan basis are discussed. There is a chapter by G. A. Lascelles, Commissioner of Finance and Treasurer of Metropolitan Toronto, setting forth steps taken in setting up an over-all government for Toronto and outlying communities for the provision of certain metropolitan-wide services.

American Skyline. The growth and form of our cities and towns. By Christopher Tunnard and Henry Hope Reed. Originally published in a hardcover edition by Houghton Mifflin Company, Boston, this book is now available in a paper bound edition at fifty cents from The New American Library of World Literature, Inc., 501 Madison Avenue, New York 22, N.Y. 210 pages, plus a list of some of the more useful works on the history and art of the townscape in America.

This book traces the changing physical profile of the U.S.A. from the construction of log cabins and landing wharves in the early days to the development of skyscrapers, highways and bridges, suburban centres, drive-in theatres and prefabricated housing. The need for more careful planning is urged by Messrs. Tunnard and Reed, who stress that "more than mere planning for economic and social necessities is needed to meet our expanded ideals of today. . . . There are going to be tremendous changes in the cities in the next twenty years, and it would be a tragic mistake to rebuild them, forgetting the concept that cities, are, or can be, man's supreme creation. The cities can and should pay a conscious tribute to our civilization instead of being an unconscious revelation of it. Artists should be employed in all urban redevelopment projects, not only to embellish the buildings but to collaborate on their form and design, as Michelangelo collaborated on the Campidoglio in Rome and Augustus Saint-Gaudens on the plan of the Mall in Washington. . ."

Principles of Small House Grouping. Prepared by Central Mortgage and Housing Corporation, Ottawa, 55 pages, July 1956. (Also available in French).

Deals with the design and siting of small houses, their relationship to each other and the street, the design of streets and intersections, block and lot planning and landscaping. (To be reviewed).

Apartment Building Standards. Prepared by Central Mortgage and Housing Corporation, Ottawa, February 1956. 138 pages. Minimum requirements for planning, construction and materials for buildings upon which loans are made under the National Housing Act, 1954.

Planning Powers and Procedures for Pennsylvania Communities. Publication No. 7, **Community Renewal: Redevelopment, Rehabilitation and Neighborhood Conservation.** Bureau of Community Development, Pennsylvania Department of Commerce, Harrisburg.

This is the latest issue of the series of fourteen publications planned by the Bureau of Community Development (see **Book Briefs,** COMMUNITY PLANNING NEWS No. 3). The Pennsylvania Urban Redevelopment Law provides for the formation of redevelopment authorities for all cities and counties. Services of a redevelopment authority legally can be made available in any area in the Commonwealth. It is up to the community to have the interest and to determine the need. This bulletin, together with the others in the series, will help provide tools for local use in building better communities through planning.

Flood Problems and their Solution through Urban Planning Programs, Tennessee State Planning Commission, Nashville, September 1955, 48 pages. $1.00.

Planning Reports

Uranium City and District. A Guide for Development. Prepared by a firm of private consultants in conjunction with the Community Planning Branch of the Department of Municipal Affairs, in consultation with the office of the Northern Administrator. 74 pages.

Uranium City, reported to be the 'fastest growing' community in Saskatchewan, is faced with many development problems. The purpose of this report is to survey and record existing conditions; to review initial premises and assumptions and to outline basic requirements as a guide to development for the citizens and officials of the Municipal Corporation of Uranium City and District. At the time of the 1951 census, Uranium City did not exist. Therefore information is lacking on the size, age and earnings of the labour force and on family size and composition. The report has concentrated on the physical planning for immediate expansion of the townsite. Regional planning for the District as a whole has not been covered.

Metropolitan Parks—A challenge. The Lower Mainland Regional Planning Board of British Columbia, New Westminster, B.C. 19 pages.

This report demonstrates the need for a metropolitan parks system, describes the areas which should be developed as parks, and estimates the cost of initial development. It points out that there is still time in the Lower Mainland area to develop an attractive system of large parks at reasonable cost, but, because of the rapid expansion in the area, "time is running out". It sets forth six suggested initial developments, showing approximate cost distribution if made on a per capita basis between the municipalities.

Atlas of Australian Resources, compiled by the Commonwealth Government of Australia, available from Angus & Robertson, 105 Great Russell Street, London, W.C.1, England.

The Atlas of Australian Resources is a collection of maps on a scale of 1:6,000,000 which, when complete, will contain 50 map sheets, with explanatory commentaries, covering the main aspects of the physical, human and economic environments of that continent. About one-third of the maps have been published and the others are in various stages of preparation.

The cartography of the atlas is excellent. Each map contains from 8 to 13 well-chosen colours which bring out clearly and quickly the characteristics of the distribution of the subject being shown. Since the scale is generally kept constant throughout the atlas, the different environmental factors may be correlated with ease. For instance, the maps show that the population density is directly related to the availability of water. The commentaries, written by Australian authorities on the subject concerned, give additional information and explanation to that shown on the map itself.

This study shows that the major problems in regional planning in Australia are similar to our own. Both Australia and Canada have immense problems of land transportation and administration resulting from their size. They are approximately 3 million square miles in area and 3 thousand miles in extent from east to west. The problems of land transportation are further aggravated by the inhospitable terrain, desert in Australia and a glaciated peneplain in Canada, which takes up a high percentage of the total area of both countries.

In a comparison of the population characteristics of the two countries further common problems in planning may be seen. The rapid increase in population which both countries have experienced since World War II is likely to be maintained. In spite of this, however, their population density is low, being from three to four per square mile (U.S.A. has a density of 50 per square mile). Also, the distribution of people in both Canada and Australia is very uneven and there is a marked trend towards urbanisation. (In Australia approximately 50% of the total population live in the capital cities of the States and about 45% of the total population of Canada live in cities of over 30,000 inhabitants).

Another planning problem common to both countries is that the States or Provinces and local government areas have artificial boundaries and are not related to the natural features of the land.

What is being done in Australia to overcome these problems in planning? The following extract taken from one of the explanatory commentaries shows that Australia has, at least, made a sound start:

> "At a Conference of Commonwealth and State Ministers in 1944 the States undertook to complete a regional subdivision of each State for purposes of development and decentralisation. *A region has been defined as an area of land which has natural geographic boundaries, and which is united by the characteristics of its natural resources and common social and economic interests.* Representative regional advisory bodies have been established in some States, and many detailed regional resources surveys have been published."

The existence of this atlas is further proof that Australia is aware of the need for planning on a regional basis and is doing something about it. Surely, regional planning in Canada cannot remain a "blind spot" much longer.

R. H. ADAMS

Articles in *The Municipal World*, St. Thomas, Ontario

Growing Pains in Municipal Administration, by Anthony Adamson. July 1955, page 239. The trials and tribulations of rural-urban municipalities and fringe areas.

On the Right Side of the Tracks, by Donald Gordon, C.M.G., Chairman and President of C.N. Railways. January, 1956, page 14. Some aspects of town planning from the viewpoint of the railways.

Regional Patterns in Ontario, by Dr. George M. Hougham, Assistant Director of Citizens Research Institute. January, 1956, page 20. Overall planning and development through a series of economic regions.

Design and Government of New Townsites, by A. E. K. Bunnell, Consultant, Community Planning Branch, Dept. of Planning and Development. February, 1956, page 50. The development of the townsite of Manitouwadge.

"Évitons l'étranglement..."

(Suite de la page trois)

des villes de plus de 2,000,000 de population. C'est presque une nécessité de prévoir une clause dans les statuts de la ville, sur la hauteur de nouveaux édifices, en proportion avec l'étendue du terrain, afin de prévenir toute augmentation de densité du centre, qui doit rester proportionnée à nos capacités de construction et de financement de facilités de circulation et de transport. Souvenez-vous que chaque nouvel édifice au centre crée de nouveaux problèmes de circulation. Équilibrons la densité de la construction au centre avec nos facilités de transport et de circulation. L'administration de la ville ne pourra certainement pas réaliser un tel programme sans la coopération du public.

Quand il sera question de construire des routes "expressway", des métros surélevés ou souterrains, assurons-nous que ces facilités sont conçues de façon à permettre une circulation saine et rapide dans toute l'étendue métropolitaine, et qu'elles ne risquent pas simplement d'attirer des milliers de véhicules pêle-mêle vers le centre comme des papillons vers la lumière.

Québec adopte un arrêté relatif au plan Dozois

Le cabinet provincial a approuvé un arrêté ministériel nécessaire pour permettre la participation fédérale au plan Dozois visant à l'élimination des taudis à Montréal.

Le premier ministre, l'hon. M. Duplessis, a déclaré aux journalistes, à l'issue de la réunion du cabinet, qu'il avait écrit au ministre fédéral des Travaux publics, l'hon. M. Winters, pour lui annoncer que le gouvernement provincial avait donné son approbation à la réalisation du projet.

MM. Duplessis et Winters avaient eu une conversation téléphonique à ce sujet le 17 juillet.

Au cours de la même journée M. Winters avait déclaré à la Chambre des communes que M. Duplessis approuvait le plan et nommait Montréal comme agent provincial pour la réalisation du projet.

Le gouvernement provincial s'est déjà engagé à verser la somme de $1,000,000 pour aider à couvrir les frais d'expropriation.

La Presse, Montréal,
le 19 juillet, 1956.

Publications

Voirie, Constructions et Urbanisme, par Victor Bure. Fédération belge de l'Urbanisme et de l'Habitation, 242, rue de la Loi, Bruxelles. 475 francs.

Principes pour le groupement de petites maisons. Une brochure publiée par la Société centrale d'Hypothèques et de logement, Ottawa. 55 pages.

L'Urbanisme dans les nouvelles agglomérations, un article par Alan Crossley. Bâtiment, Montréal, mai, 1956.

Une comparaison photographique entre différents ensembles de constructions résidentielles. Chaque série de gravures a été choisie pour illustrer un point spécifique du programme d'aménagement.

Études de lotissement sur un terrain en pente. Un article de Jean-Claude LaHaye, avec la collaboration de Gérard Guay. ARCHITECTURE (Montréal), avril 1956.

Quatre fonctions du milieu urbain

L'urbanisme s'inquiète du bonheur de l'homme en travaillant à réaliser l'harmonie des quatres fonctions principales du milieu urbain: habiter, travailler, circuler et se récréer. Il protège le placement financier dans l'habitation et il assure le calme, la sécurité et la beauté des quartiers d'habitation. Il prévoit, de plus, l'agencement fonctionnel de l'industrie, du commerce et de l'habitation.

Le public ne fait que commencer à comprendre ce que coûtent les taudis, la congestion, le développement en longueur et la poussée désordonnée des banlieues et il désire que nos administrateurs municipaux mettent un peu d'ordre dans nos villes.

**M. Jean-C. Béique, ing. p.,
gérant de la cité de Grand'Mère.**

Plan d'urbanisme accepté au conseil à Thetford Mines

Au cours d'une séance régulière du conseil, les édiles de la cité de Thetford Mines ont accepté le plan d'urbanisme préparé par M. Charles Michaud, architecte-urbaniste de Québec. Ce plan, en préparation depuis quelques mois a été approuvé par M. Édouard Fiset, urbaniste conseil. Le conseil municipal de Thetford Mines a accepté ce projet à l'unanimité.

La Tribune, Sherbrooke,
le 20 juillet, 1956.

C'est le temps maintenant de passer des plans aux actes.

Le projet transformera du tout au tout l'une des sections les plus vétustes de Montréal. À la place de bâtiments qui ne sont d'aucun crédit pour une grande ville, et ne constituent que de piètres locaux d'habitation, doivent être construits des logis dotés du confort habituel de nos jours et présentant un aspect incontestablement plus reluisant. Les familles qui y vivront bénéficieront de conditions de vie satisfaisantes, à des frais de loyer raisonnables. Ce sera la disparition de foyers de misères et de maladies, et cela seul justifie hautement l'entreprise dont on parle depuis si longtemps.

***La Presse*, Montréal
le 20 juillet, 1956.**

L'urbanisme n'est pas un luxe, mais une nécessité

un article par Roland Gendreau, reproduit *du Progrès*, Thetford Mines, Québec

La cité de Thetford-Mines a à son service depuis quelques mois un urbaniste de profession. Celui-ci doit bientôt soumettre aux autorités municipales un rapport du travail qu'il a effectué dans nos murs ainsi qu'un certain nombre de recommandations que la cité sera à même d'adopter et d'appliquer.

De nombreuses gens, prenant conscience que le coût de cette étude est défrayé par les fonds publics, mais ignorant d'autre part à quoi rime exactement cette question d'urbanisme, restent sans doute perplexes devant le geste posé par les dirigeants municipaux. C'est normal que tout ce qui comporte une part d'inconnu suscite au premier abord quelque réticence. L'urbanisme tel que nous le concevons de nos jours n'a toutefois rien de fantaisiste; c'est une science qui doit répondre à des nécessités impérieuses, à des besoins. Des urbanistes, il n'en pleut pas; et cependant ce n'est pas un luxe que d'avoir recours à leurs services.

Il y a cinquante ans, l'urbanisme était un mot qu'on ne prononçait jamais, sauf dans les grandes villes. Et pourtant, dans plusieurs de nos villes et villages, les notions élémentaires de l'urbanisme étaient appliquées et sauvegardées. L'aménagement de la municipalité pouvait être facilement agencé, de façon à convenir aux besoins de la population. On faisait de l'urbanisme, un peu comme M. Jourdain, dans "le Bourgeois gentilhomme" de Molière, faisait de la prose sans le savoir. Encore aujourd'hui, plusieurs petites villes composent un ensemble harmonieux, répondant aux principales exigences de la vie communautaire.

Mais dans les agglomérations urbaines qui se sont développées rapidement et où on n'a pas pu prévoir tous les problèmes qu'engendrerait l'évolution des conditions de la vie moderne—comme par exemple la multiplication du nombre des véhicules-moteurs—la situation est devenue trop compliquée pour être réglée par le seul bon vouloir et l'esprit d'initiative. La complexité des problèmes exige alors les connaissances de spécialistes, d'urbanistes . . .

Certaines villes, y compris la nôtre, ressemblent à des adolescents qui auraient grandi trop vite; elles ont une allure dégingandée, elles manquent d'équilibre. Et leur croissance ne saurait se poursuivre normalement sans que l'on mette ordre aux conséquences et aux causes du problème. Quand une personne est gravement malade et qu'il est difficile de diognostiquer la maladie, il est logique de consulter des spécialistes et de se soumettre aux traitements ou aux interventions qu'ils croient nécessaires. Ainsi dans le domaine qui nous occupe présentement. La meilleure attitude à prendre est de faire confiance au spécialiste. Si ensuite ça ne marche pas rond, on n'aura tout de même pas à se reprocher de n'avoir pas mis toutes les chances de son côté.

M. Charles Michaud, architecte-urbaniste, nous faisait judicieusement remarquer ces jours derniers que la conception du public vis-à-vis l'urbanisme se résumait à l'embellissement. L'embellissement est certes une partie intégrante de l'urbanisme, mais l'urbanisme englobe bien d'autres domaines. L'urbaniste fait porter son travail sur tous les aspects des activités d'une ville: il tient compte des conditions économiques, sociales et paroissiales, il doit prévoir l'expansion industrielle, les développements domiciliaires, il a à résoudre les problèmes majeurs de la circulation, etc. Son travail consiste à corriger certaines erreurs ou négligences du passé et à prévoir l'évolution future d'une ville.

Voici quelques exemples concrets susceptibles d'illustrer la tâche que doit accomplir un urbaniste.

En concluant le plan de la Cité de Thetford, nous constatons que les paroisses sont géographiquement désaxées; l'église, les institutions scolaires, les terrains de jeux sont pour la plupart situés au bout de la paroisse. L'urbaniste pourra prévenir cet inconvénient pour la vie communautaire en traçant les plans des futurs quartiers, de façon à réserver le centre de paroisses éventuelles à l'église et aux institutions scolaires.

En établissant certaines zones industrielles, il pourra faciliter l'installation de nouvelles industries et éviter les spéculations sur les terrains, les expropriations coûteuses.

Il préviendra la congestion de certaines rues en prévoyant l'orientation du trafic et en préconisant le tracé de plusieurs artères où la circulation pourra se faire avec rapidité.

Les directives de lotissement faites par l'urbaniste viseront aussi à rendre plus agréables les quartiers domiciliaires.

En somme, les efforts de l'urbaniste auront pour but de faire d'une ville comme la nôtre un endroit plus adapté aux besoins de la population, un endroit où il fera bon vivre. Les autorités municipales ont confiance que l'initiative qu'elles ont prise portera des fruits; elles ont déjà reçu l'encouragement de quelques associations. Nul doute que la population saura aussi apprécier les tentatives faites pour assurer à la ville de Thetford une expansion plus harmonieuse.

progrès. Dans une ville où le commerce, l'industrie et l'habitation familiale ont leurs quartiers bien définis, la population éprouve une plus grande joie de vivre, les propriétés augmentent en valeur, l'assurance-feu coûte moins cher parce que les risques d'incendie sont diminués d'autant, etc. Voilà quelques indices de prospérité qui devraient suffire à tirer de leur léthargie ceux qui se désintéressent encore de ce problème vital pour l'avenir du Lac-Saint-Jean.

L'Ameublement des rues

Une exposition, appelée **Les rues où nous vivons,** a été préparée par le National Industrial Design Council. Elle fournit un déploiement réaliste basé sur des photographies et des esquisses montrant des exemples d'ameublement des rues—bons et mauvais—existant dans divers pays tout aussi bien ku'au Canada.

L'exposition est une tentative de porter à l'attention des municipalités et aussi du citoyen ordinaire la nécessité de nouveaux points de vue sur le dessin et l'usage de l'ameublement des rues. Elle montrera comment on peut obtenir de meilleurs modèles d'ameublement des rues que ceux présentement en usage dans la plupart des cités canadiennes.

L'exposition montrera des exemples de ce qui suit:

(1) Affiches de noms de rues.
(2) Lettrage des affiches.
(3) Éclairage des rues.
(4) Bancs de parcs.
(5) Panneaux et poteaux avertisseurs.
(6) Kiosques de téléphones et de journaux et boîtes postales.
(7) Paniers à déchets et boîtes à sable.
(8) Bornes-fontaines.
(9) Signaux de circulation et parcomètres.
(10) Abris et signaux d'arrêts d'autobus.

Subvention à Halifax pour le réaménagement urbain

Le gouvernement fédéral a autorisé la Société centrale d'hypothèques et de logement à accorder à la cité de Halifax une subvention, dont le montant ne dépassera pas $12,000, pour aider à l'étude d'un projet de réaménagement urbain. Cette subvention a été versée en vertu de la Partie V de la Loi nationale de 1954 sur l'habitation, qui prévoit une aide du gouvernement fédéral afin de faire des enquêtes sur la situation du logement au Canada.

On estime à $16,000 le coût total de cette enquête. La cité payera la partie qui n'est pas couverte par la subvention du gouvernement fédéral.

Cette étude, que l'on croit pouvoir terminer à la fin de 1956, déterminera quels sont les quartiers impropres à l'habitation dans la cité et établiera des priorités en vue de leur réaménagement. On considérera aussi les exigences qu'entraînera le besoin de loger à nouveau les occupants des quartiers délabrés qui doivent être déblayés, ainsi que le nouvel usage à faire du terrain déblayé.

Bourses pour des études en urbanisme

Onze Bourses de $1,200 accordées en vertu de la Loi nationale sur l'habitation

Le ministre fédéral des Travaux publics, l'honorable Robert Winters, a annoncé que la Société centrale d'hypothèques et de logement a accordé 11 bourses d'études universitaires en urbanisme au cours de l'année académique 1956-57.

Ces bourses d'études dont la valeur est de $1,200 chacune ont été décernées aux personnes suivantes:

Claude Langlois, B.A., de Montréal, Québec.
L. A. Sullivan, B.A.Sc., de Valleyfield, Québec.
W. C. Bridcut, B.Sc., d'Ottawa, Ontario.
I. D. Macpherson, B.A., de Toronto, Ontario.
L. F. Milne, B.A., de Fredericton, Nouveau-Brunswick.
H. D. Smith, B.A.Sc., de Port Credit, Ontario.
R. B. Truemner, B.A., de Toronto, Ontario.
Edward Dolhun, B.Sc., de Winnipeg, Manitoba.
R. K. Jamieson, B.A. Sc., de Montréal, Québec.
P. D. McGovern, B.Sc., de Vancouver, Colombie-Britannique.
J. R. Sharpe, de Victoria, Colombie-Britannique.

Langlois et Sullivan étudieront à l'Université McGill; Bridcut, Macpherson, Milne, Smith et Truemner à l'Université de Toronto; Dolhun et Jamieson à l'Université du Manitoba; McGovern et Sharpe à l'Université de la Colombie-Britannique.

Le but de ces bourses d'études, que l'on accorde aux termes de la Partie V de la Loi nationale sur l'habitation, est d'aider aux étudiants à recevoir une formation plus avancée qui leur permettra de s'occuper d'urbanisme et des autres matières connexes à titre professionel.

Le comité chargé d'accorder ces bourses était formé du président, le docteur A. R. Gordon, doyen des études universitaires, Université de Toronto; du professeur Albert Rose, nommé par l'Université de la Colombie-Britannique; de A. P. C. Adamson, président de l'Institut canadien d'urbanisme et de A. H. Armstrong, de la Société centrale d'hypothèques et de logement.

Le congrès annuel 1956 de l'Union des Municipalités se tiendra du 12 au 16 septembre, à l'Hôtel Mount-Washington, Bretton Woods, New Hampshire.

CONGRÈS NATIONAL D'URBANISME
du 28 au 31 octobre, 1956
Château Laurier, Ottawa

NOUVEAU POSTE EN URBANISME

Le bureau national de l'A.C.U. cherche un adjoint au Directeur pour s'occuper de l'analyse et des travaux éditoriaux.

Cette situation conviendra surtout à quelqu'un qui vient de terminer un cours d'urbanisme, ou qui a deux ou trois ans de pratique de l'urbanisme et s'attend à une carrière dans ce domaine.

Salaire dépend de l'expérience et des qualités spéciales du candidat.

S'addresser au Directeur, l'A.C.U., rue MacLaren, 77, Ottawa 4.

SOMMAIRE DE LA PRESSE

La codification des règlements de zonage à Montréal

Le comité exécutif a autorisé récemment le directeur du service municipal d'Urbanisme de la ville de Montréal à retenir les services du comité d'urbanisme de l'École d'architecture de l'Université McGill pour aider à la codification des règlements de zonage.

Pour ces services, la ville paiera $872 par mois, du ler août prochain au 30 avril 1957.

Le comité exécutif a également autorisé M. Campeau à engager M. Harold Spence-Sales, président du comité d'urbanisme de McGill, au prix de $325 par mois plus $100 de dépenses.

À l'aide de ce comité, la codification des règlements de zonage, au lieu de prendre 10 ans, n'en prendra plus que deux.

La Presse, Montréal,
le 19 juillet, 1956.

Deux régions songent au gouvernement métropolitain

Les territoires de Vancouver et de Windsor tendent à une forme de gouvernement métropolitain.

Des officiels de Vancouver, de Vancouver-Ouest, de Vancouver-Nord de Richmond, de Burnaby et de New Westminster ont récemment été invités à assister à des entretiens préliminaires avec le gouvernement de la Colombie-Britannique. On y a discuté d'urbanisme, de police, de pompiers et d'égouts.

Comme résultat d'une décision du conseil adoptée le 3 avril, Windsor a décidé de demander à la Commission municipale d'Ontario d'étudier une forme de gouvernement métropolitain pour Windsor et ses huit banlieues environnantes, d'après le système fédéré de gouvernement municipal établi dans la Zone de Toronto.

Le Poste d'Écoute, publié
par la Fédération canadienne
des Maires et des Municipalités.

Évitons l'étranglement du centre de la ville, mais ne permettons pas que de nouvelles facilités de circulation conduisent à un cercle vicieux

Reproduit de la ***Civigramme***, publiée par
le Comité des Citoyens de Montréal,
266 St. Jacques ouest, Montréal.

Les retards de la circulation congestionnent le centre de Montréal. Allons-nous agir pour protéger les intérêts que nous avons tous, Montréalais, au centre de la ville?

Quels sont ces intérêts? Des milliards de dollars en immeubles résidentiels, commerciaux, industriels et publics; en théâtres, magasins, centres culturels et sociaux, et des millions en rues, égouts, et autres utilités. Tout ceci doit être protégé. Cela ne nous appartient pas en tant qu'individus, mais en tant que Montréalais, certainement. Le centre de Montréal qui se détériore affecte votre portefeuille, et ce qui est pire, nuit à l'esprit de la métropole.

Résultats à bref délai. Comment protéger le centre de Montréal? Il faut assurer une circulation régulière et aisée tout le jour au bas de la ville. Ne devrions-nous pas diminuer progressivement le stationnement sur rue, afin de ne permettre que la circulation des véhicules indispensables, et désigner certaines rues ou voies uniquement pour les autobus? Ne devrions-nous pas étudier une hausse des amendes pour stationnement illégal, et du tarif par parcomètres.

Résultats à long terme. Protégeons le centre, mais n'augmentons pas simplement la valeur des propriétés par la construction de métros, aux dépens du contribuable. Ce genre de projet risque d'encourager la construction d'édifices plus élevés, ce qui causerait une densité accrue, et avec elle une circulation plus dense, donc davantage de retards et de problèmes. Ce cercle vicieux est l'apanage

(Voir page quatre)

"Le Canada urbain prévoit l'avenir"

Le thème de la conférence annuelle de la Fédération canadienne des Maires et des Municipalités, à Hamilton, Ontario, 19-24 août, 1956

Les chefs des gouvernements municipaux du Canada vont jeter un long regard sur ce que l'avenir réserve quand ils se rencontreront à Hamilton du 19 au 24 août.

Le thème de la Conférence de la Fédération est basé sur le monumental mémoire soumis par la Fédération à la Commission royale d'enquête sur les perspectives économiques au Canada. Les délégués à la Conférence discuteront les prévisions et les tendances dont a parlé ce mémoire, en ce qui concerne les questions municipales vitales comme le logement et le nouveau développement urbain, la circulation et le transport en commun, les relations ouvrières municipales, l'organisation et l'administration municipales, les finances et la taxation, etc.

Parmi les conférenciers on remarquera l'hon. E. W. Hinman, trésorier provincial de l'Alberta; M. H. Carl Goldenberg, Q.C., O.B.E.; M. J. S. Hodgson de la Société centrale d'hypothèques et de logement; M. C. W. Gilchrist de l'Association canadienne des bonnes routes; M. Walter Q. MacNee, ingénieur en circulation au Ministère de la Voirie de l'Ontario; le colonel S. H. Bingham, ancien directeur de la New York Transit Authority; M. W. E. P. Duncan, gérant général de la Commission du Transport de Toronto; M. Thomas Plunkett, gérant municipal de Beaconsfield; M. Eric Hardy du Citizens Research Institute of Canada; et autres.

NUMÉRO 4, 1956

NOUVELLES d'Urbanisme

L'Urbanisme: problème vital au Lac-Saint-Jean

Un article par Ludovic-D. Simard de **L'Étoile du Lac**

L'urbanisme a des raisons que certaines villes ne connaissent pas. Et pourtant, l'urbanisme est une nécessité dans une région comme la nôtre, où les développements les plus inattendus sont toujours à prévoir.

"Le temps qu'on perd, disait un auteur, ne meurt jamais sans se venger". Tout retard dans la mise sur pied d'un comité d'urbanisme solidement appuyé par les autorités municipales aura demain des conséquences désastreuses pour les localités du Lac-Saint-Jean.

S'il fut un temps où un peu tout le monde pouvait se construire en zig-zag ou en rond, à l'endroit de son choix, dans tel ou tel village, peut-on dire que nos municipalités aient aujourd'hui opté pour une formule plus digne du 20e siècle? une formule tenant compte de l'esthétique, de l'expansion future?

Là où aucun plan de zonage ne prévoit des secteurs différents pour la construction résidentielle, commerciale et industrielle, comment pourrait-on espérer des espaces réservés pour l'érection des édifices publics, les maisons d'enseignement, les commerces, les industries, l'habitation familiale, les terrains de stationnement, les parcs, etc.? C'est pourtant le cas dans nombre de nos localités. L'absence de zonage crée des embêtements à l'administration, à la population aussi.

Pendant qu'on tergiverse, d'autres industries se construisent dans les quartiers résidentiels et vice-versa.

Seule l'expropriation pourra un jour réparer le passé. Et Dieu sait combien il en coûte pour exproprier un côté de rue ou simplement un édifice mal placé!

Puisqu'il est absolument hors de cause de vouloir tout détruire pour rebâtir selon les exigences de l'heure, qu'on ait au moins le courage de prendre en mains la situation présente. Les commissions d'urbanisme sont là pour offrir gratuitement mille et un conseils à quiconque en fait la demande.

L'urbanisme prépare invariablement les voies au

(Voir page deux)

Community Planning NEWS

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17 JUL 56 ONTARIO 02

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Authorized as Second Class Mail,
Post Office Department, Ottawa

PUBLISHED BY COMMUNITY PLANNING ASSOCIATION OF CANADA, 77 MACLAREN ST., OTTAWA, CANADA